

Abstract

A method for the adaptive control of distance and/or driving speed of a motor vehicle, a control device being able to control an engine of the motor vehicle in at least a first operating mode and a brake of the motor vehicle in a second operating mode, a transition being made from the first operating mode to the second operating mode and vice versa as a function of determined quantities (a_{Setpoint} , a_{Drag} , $a_{\text{Hysteresis}}$).

(Figure 4)

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